APPLICATION FOR FIELD APPROVAL

The regulatory basis for granting field approvals is found in the Federal Aviation Act of 1958, and the related Federal Aviation Regulations. FAA Order 8300.10, provides guidance to field inspectors to perform this important function. Each inspector has the responsibility to verify that the alteration or repair can reasonably be expected to result in a safe operation and CONFORM TO REGULATORY REQUIREMENTS. This means that the aircraft, engine, or propeller still meets the original certification basis, as stated in the Type Certificate Data Sheet, Specifications, or Listings. Inspectors are limited in granting field approvals. Some requests may require a Supplemental Type Certificate (STC). These limiting issues are listed on the back of this form for your reference.

1. NAME OF APPLICANT:		**2. PHONE:**	**3. DATE:**
4. MAKE:	**5. MODEL:**	**6. S/N:**	**7. REGISTRATION NUMBER:** *N*
8. PRODUCT PART NUMBER *(if applicable)*		**9. NOMENCLATURE** *(if applicable)*	

10. BRIEF DESCRIPTION OF THE ALTERATION OR *REPAIR* *(Including systems affected):*

(attach additional pages, photos, drawings, sketches, etc., if necessary)

11. PROPOSED WORDING FOR FAA FORM 337 (Block #8)

(attach additional pages, if necessary)

12. IS THIS A MAJOR OR MINOR ALTERATION OR REPAIR? *(See CFR 1, and 43 Appendix A)*

NOTE: IF YOU HAVE DETERMINED THIS TO BE A MINOR ALTERATION, A FIELD APPROVAL AND FORM 337 WILL NOT BE REQUIRED. HOWEVER, A LOG ENTRY PER FAR 43 WOULD BE REQUIRED. MINOR ALTERATIONS AND REPAIRS ARE ACCOMPLISHED IN ACCORDANCE WITH DATA ACCEPTABLE TO THE ADMINISTRATOR, i.e., AC 43.13-1B, AC 43.13-2A, SERVICE AND MAINTENANCE MANUALS. IF YOU HAVE DETERMINED AN STC IS REQUIRED, CONTACT FAA ENGINEERING AT (425) 227-2594.

13. CERTIFICATION BASIS *(See Type Certificate Data Sheets):* _____

14. LIST PREVIOUS ALTERATIONS WHICH MAY REQUIRE COMPATIBILITY ANALYSIS

15. FAR/CAR rules affected by alteration or repair:

1.	2.	3.	4.
5.	6.	7.	8.

16. PROPOSED METHOD OF SHOWING COMPLIANCE: *(Should correlate to above)*

1.	2.	3.	4.
5.	6.	7.	8.

REQUIRED ENGINEERING APPROVAL**

Major alterations are actually major design changes and may require a STC. Previously unapproved major changes to structural strength, reliability, and operational characteristics affect the airworthiness of the product and therefore require engineering approval. Typical major alterations in this category include the following:

1. *Increase in gross weight and/or changes in center of gravity ranges.*
2. *Installation, changes, or relocation of equipment and systems that may adversely affect the structural integrity, flight, or ground handling characteristics of the aircraft.*
3. *Any change (alteration) of movable control surfaces that may adversely disturb the dynamic and static balance, alter the contour, or make any difference (plus or minus) in the weight distribution.*
4. *Change in control surface travel outside approved limits, control system mechanical advantage, location of control system component parts, or direction of motion of controls.*
5. *Changes in basic dimensions or external configuration of the aircraft such as wing and tail platform or incidence angies, canopy, cowlings, contour or radii, or location of wing and tail fairings.*
6. *Changes to landing gear, such as internal parts of shock struts, length, geometry of members, or brakes and break systems.*
7. *Any change to manifolding, engine cowling, and/or baffling that may adversely affect the flow of cooling air.*
8. *Changes to primary structure that may adversely affect strength or flutter and vibration characteristics, damage the tolerance design philosophy.*
9. *Changes to systems that may adversely affect aircraft airworthiness such as:*

    - *Relocation of exterior fuel vents*
    - *Use of new type or different hydraulic components*
    - *Tube material and fittings not previously approved*

10. *Changes to oil and fuel lines or systems that may adversely affect their operation such as:*

    - *New types of hose and/or hose fittings*
    - *Changes in fuel dump valves*
    - *New fuel cell sealants*
    - *New fuel or oil line materials.*
    - *New fuel or oil system components.*

11. *Any change to the basic engine or propeller design, primary controls, operating limitations, and/or unapproved changes to engine adjustments and settings having an effect on power output.*
12. *Changes in a fixed fire extinguisher or detector system that may adversely affect the system effectiveness or reliability such as:*

    - *Relocation of discharge nozzle or detector units*
    - *Use of new or different detector components in new circuit arrangements*
    - *Decreasing amount or different type of extinguishing agent*

13. *Changes that do not meet the minimum standards established in a Technical Standard Order (TSO) under which a particular aircraft component or appliance is manufactured.*

    NOTE: "Meet the minimum standards establish in a Technical Order" means that the equipment does not have to have TSO approval, but only needs to meet the requirements set by the TSO.

14. *Modifications to approved type (TSO) radio communications and navigation equipment that may adversely affect reliability or airworthiness such as:*

    - *Changes that deviate from the vacuum tube or semiconductor manufacturer's operating limitations.*
    - *Any changes to IF frequency.*
    - *Major changes to the basic design of low approach aids.*
    - *Changes that deviate from the design environmental performance.*

15. *Changes to aircraft structure or cabin interior of aircraft that may adversely affect evacuation of occupants in any manner.*

***FAA Order 8300.10, Airworthiness Inspector's Handbook, Volume 2, Chapter 1, Paragraph 7(A).*